Sims's Well-Told Ideas.

It is difficult for a jockey to say with consistency what part of a race is to him most critical. Each race seems

different from another, even when riding the same horse,

Naturally on, would think that the finish would be the important moment, but in nine cases out of ten the race is won

or lost long before these final strides. We often hear it said that a certain rider lost a race in the last jump. This is

all wrong. The losing was done earlier in the struggle in

ninety-nine cases out of a hundred. A poor position at the

start, a bad turn, a disappointment when about to make a

run, a final rush too long delayed-all make the real causes

To ride a race properly, a jockey's work should begin with the fall of the flag, and end only when the wire is reached. The first furlong should be made as important as the last.

MOW A JOCKEY FEELS IN A RACE. It is nard to put in words the feelings of a rider during the progress of a race. The work is pleasant, yet there is a

ment the flag falls, and it takes more than half your time

pelled to plan every move as it is made. You really come

down to their own system of getting home the best way you

sider is the condition of the horse he is riding. Horses,

like men, have their good and bad days. A colt that will do everything you ask of him one day will run mean and sour the next; yet the rider is always held responsible.

the track. If you are on the rall you are apt to be shut off,

unless you have a horse that can begin very fast. If, on

the extreme outside, there is considerable ground to be

MAKING THE HARD TURN In making a turn a rall position is, of course, desirable; that is, if there are not too many in front of you. A rider

Another and a very important thing a jockey must con-

At a start the best position I believe to be the middle of

As for riding to orders with a lot of green boys pitted against you, it is an impossibility. Just when ready to carry out instructions, you find yourself shut out or bothered

watching what they are doing.

in some way that sets your plans all astray.

for these defeats.

Cycling Magnates in the Dominion Follow in the Lead of the L. A. W.

A More Liberal Rule Wanted for Those Who Are Unable to Pay Training Expenses.

TO FIX "STRAIGHTAWAY" RECORDS.

The Quill Club Wheelmen Will Take the Matter in Hand-Petitions on Behalf of Titus and Cabanne Not Likely to Be of Much Avail.

After all, the Canadlan Wheelmen's Aslation has decided to follow the course dopted by the L. A. W. in wiping class B off the cycle racing calcular, and in the indeavor to make the amateur everything that the name implies, the body across the border has placed restrictions that should bring about the desired result. Nevertheless, the C. W. A. has shown a limited spirit of liberality in one direction that could well be copied by the L. A. W. An amateur in Canada will not be permitted to ride the wheel sold by an establishment of which he is an employe, but his club can pay his rallroad fare and entrance money. The C. W. A. should have gone a step further and included all expenses, and another year will see such a rule in orporated in the racing regulations of both

Clubs are not going to pay the expenses of mediocre riders, and the knowledge that after be reaches a certain degree of proficiency he will receive benefits of this ature will spor the ambitious rider to renewed efforts. Club rivniry is the lifeeur cycle competition, but under

car cycle councillon, but under cannot be lostered except by a disregard of the siringent rules that now exist.

Athletic clubs and colleges pay the expenses of those who represent them in competition, and there is no reason why the same license should not be shown by the cycling organizations, not because it what the other bodies do, but because it is logical and redolent with common sense. DID NOT HAVE TO FOLLOW THE PRECE

Considerable comment has been considerable comment has been occa-oned by the action of the chairman of the A. W. Racing Board in allowing sanc-oned cycle races in connection with un-gistered athletic games, and the conse-tent protest that emanated from the A. U. followed, as a matter of course. The tect that in acting as he did the chair-werruled the member of his Board is district was a small feature in the ar when the facts are fully known.

FROM MR. MOTT IT COUNTS. lowing statement is taken from a itten to Cycling Life by Albert shows that from present indica-life sentence of suspension im-a Cabanne and Titus is not likely need to one year by the present

sard:
fact known to all members of the
Assembly that Mr. Gldeon not
not plead for the commutation
sentence of the St. Louis race
that neither he nor the Racing
even accepted the recommendae Assembly to reduce the senne year, and probably will notr. Gldeon will not.

seem from this statement, comone who is known as a close
the chairman of the Racing
the pelitions now being circurious cities asking for the reinof Cabanne are not likely to
fruit. It does not look as
unne d Titus would be seen
ton a season, though if the
s cared to one year it would
the time for the big meet at

CAWAY RECORDS ARE INTEREST.

Straightaway records on the road often car a shady look, but, nevertheless, these erformances prove interesting to the gental public, which seldom takes into consideration any of the conditions surrounding such an event. The fact that the time is made on a down-hill course, with a gale lowing behind the rider, is not of much consequence when the figures represent that is claimed to be the fastest mile ever under on a wheel. Last Mouday, at Dentral and the called Melvin O. Dennis negonated a mile in 1:113.5, and the correctess of the time is yet to be vouched for y competent officials. The Quili Wheelman of America, which has its headquarters in this city, is considering the idea f assuming a quast jurisdiction over efforts of this sort by investigating and determining the value of such performances. That a mile can be negotiated straightway much faster than out a track, is infully apparent, and under proper contions this can be made as legitimate a coord as are any others.

Through George Banker's ron of hard Straightaway records on the road often

Through Gorge Banker's run of hard inch, it is not likely that the young Pitts-burger will be able to do much richig in the property of the state of the party of ough George Banker's ron of hard nek. It is not likely that the young Pitts-

CLASS B DEAD IN CANADA, HOW A HORSE RACE IS RIDDEN. TO BOX AT THE EUREKA. SYRACUSE SNOWED UNDER.

Jockeys Sims and Hamilton Write About Their Work in the Saddle.

Two crack jockeys of the country tell below the happenings of a race. Both admit that it is almost impossible to carry out orders in races where half a dozen inexperienced boys are riding. Try as a jockey may, he finds his plans upset. The "green ones" are all over the track, making a rail position no better than one on the outside of the field. Sims tells pretty plainly the effect of these boys in a race. Of course, they must be educated to the work, and the one way to do it is by practice. As they must ride, critics should remember the trouble they bring, and make due allowance for what looks like mistakes by the stars.



Hamilton's Expert Opinion.

The majority of jockeys I know will agree with me when I say that the days when "orders" in a race can be followed are past. Of course, at times one can live up to them in a way, but these cases are few and far between. The jockey who wins races these days does his own thinking, and does it pretty

To map out a plan of action is almost a waste of time, for something is sure to turn up that will upset them. The reason for this is the large number of inexperienced riders who are found riding in every race. As good riders are scarce, owners are compelled to put the poor ones up, and while they, of course, win races, it is when they have a horse pounds better than those of his competitors.

As to the most critical point of a race for a jockey, it is difficult to name any particular part. Sometimes it is at the start. The horse you have is a mean actor. You are told that you must get away well or he will not try. Others will only break on the rall, and when you reach the post you find you have an outside position. At times like this, your start be-

omes that important feature of your race,
SO A HINGS A JOCKEY IS EXPECTED TO DO.
At other times a jockey is put on a norse that runs out on the turns or at some particular part of the track. Care must be taken that he is kept inside some horse at the critical points. In the majority of races, to win it must be hard work from beginning to end. The fact that one gets a good start is only one of many things necessary. One must use this advantage to get a good position. He must take care that in the scramble for position he was not crowded or interfered with. He must watch his competitors, as well as his own horse. Ho must estimate the pace that he is travelling at, and, finally, he must nurse home a tiring horse.

Some riders have made brilliant records at one of these parts. We have had jockeys whose fame as flag beaters was widespread. We have had others whose finishes brought howls of approval. We have had great judges of pace, and riders to rank as a first-class rider one must combine all these points.

The horse one is riding is another very important feature. It oftens happens that a jockey is asked to ride a horse of which he knows practically nothing. He gives him a warming up gallop and he moves as freely as one could ask for. When it comes to racing it is a different story. In company he is another horse and any plans you have made are use-less. You must guess the right thing to do, and under these conditions it is not surprising that mistakes are made. A BOY MUST KNOW HIS HORSE.

To do a horse full justice a rider should know him thoroughly. The acquaintance enables one to discover his weak points as well as his strong ones, which means more than the average racegoer can realize. Races are frequently lost through this lack of familiarity. In other cases this acquaintance is valuable, for the reason that it shows a dislike of a horse for his rider. The extent to which this is carried in certain instances is survising. Cases are on record where horses, kind and gentle in the bands of one rider, will go wild under the pilotage of others, and the continued putting up of one of these disliked ones will make a horse a confirmed bad actor, and with this increase of temper comes a falling off in quality.

As to styles of riding, the waiting race I consider best. By this I do not mean a horse should be kept out of the struggle so far that one muss be a wonder to get him up at the end. My idea is to save speed for the final bid, and the work of saving this seed is just as difficult as is that of using it at the proper

WAITING RACES ARE THE BEST. Some horses run best in front, but even then waiting tactics can be used. George Church, one of the best light-weights this country has ever seen, was particularly elever at this sort

Position during a race depends a good deal on the size of the field. With half a dozen starters one can easily pick a place. On turns I prefer to make for the rail. Sometimes the looked-for opening does not come, but it is worth the chance, for to "go around" courts defeat. Riding with hands and heels brings better results than the use of a whip.

Class Bouts and Should Draw a Big Crowd.

The second boxing bouts of the Eureka Athletic Club will take place in the couventently located clubhouse in Long Island City to-morrow. Three contests of excel-lent quality are scheduled, Tom O'Rourke having exercised great care in selecting Korwin Pitched a First-Class Game the pairs. The opportunity of witnessing interesting glove contests in a comfortably arranged clubhouse, that can be reached in fifteen minutes from East Thirty-fourth street ferry will no doubt be taken advantage of by the admirers of fistians in this CAREY WAS ON THE LOSING SIDE,

The premier bout of the evening will be And the Visitors Were Also Strengthened twenty rounds between Dr. James E. Payne, of Cleveland, and "Dick" O'Brien, of Boston, at the middleweight limit of 158 pounds. Up to a short time ago, Payne was an amateur, he having woh the mid-dieweight honors of the West. Although holding a physician's diploma, he finally decided to launch into the sea of professionalism, and his friends selected "Billy". Hennessey, the Boston middleweight, as a trial horse to test the ability of the disciple of Esculapius. Payne won in the third round. "Rasty" Wright's youngsters, who are to represent Newark in the Atlantic League, opened the scason at Shooting Park, Newtral horse to test the ability of the disciple of Esculapius. Payne won in the third round. pounds. Up to a short time ago, Payne

IN THE ROPED ARENA.

which will take place to-night at the club's arena, Third avenue and Sixty-fifth street. Street, and Third avenue, Brooklyn The boots will be as follows: Eddie Curry vs. Jack Spies, is rounds at 125 pounds; Mike Moss, of Newark.

5. Jack Hess, of this city, eight rounds at 150 rounds, and Alf Haulon, of England, vs. John cleary, of New York, will face Pete is rounds, and Alf Haulon, of England, vs. John comman, of this city, ten rounds at 158 pounds, are mon Alfield Club will be held at Tuckahee in Tuesday, April 21. The ciub is compelled to to this adjoining town to hold its bout owing of corner police interference. There will be are special ten-round bout at process.

certain amount of seriousness about it that all must realize, The number of accidents are happlir few, but it is only because of atteme carefulness. Purpose the past couple of years there has been a lack of good riders, and this has brought into the field a lot of green boys. Properly schooled, their riding would not interfere with any one, but the mistake is they are taught on the reckless plan of "get away and get home as soon as you can."

I would rather ride in a race with all the stars of the saddle pitted against me than to have a lot of beginners to compete with. One would think it an easy matter to ride against and defeat a field of novices, but give me the experienced riders. These midgets begin to bother you the mo-

'Rasty" Wright's Newark Team Made Short Work of the Eastern Leaguers.

for the Winners, and His Curves Were a Puzzle

by Reilly, from the Quaker City-Walton's Home Run a Feature of the Game.

trial horse to test the ability of the disciple of Escalapius. Payne won in the third round.

"Dick" O'Brien is a sturdy, game and scientific boxer, and the recognized middle weight champion of New England. O'Brien has a long list of victories to his credit. In 1894 he fought the formidable "Joe" Walcott twelve fierce rounds before the latter prevalled, and later in the same year he fought a ten-round drawn battle with Mysterions "Billy" Smith. On May 20, 1895. O'Brien fought 'Kid' Mocoy to a twenty-five-round draw.

The curtain raiser will introduce Long Island City's favorite featherweight. "Johnny" Gorman, who will be pitted against the champion featherweight of New England, Martin Flaherty, in an eightround bout.

The second bout has equal merit, in which that sterling bantain "Sammy" Kelly will make his appearance, having as an opponent that particularly clever little fellow, "Mike" Sears, of Lewiston, Me. This bout is scheduled for twelve rounds, and there will not be a tame round in the entire argument.

An attractive programme has been arranged by the South Brooklyn Athletic Club for their semi-monthly tournament, which will take place to-night at the club's

BICYCLES FROESESESTORORORORORORORO while is the Elmwood Gycle Co. 57 Park Place. 107 East 125th St. B'klyn, 1233 Bedford Ave. BARNES WHITE

New Orleans, April 4, 1896. Sixth and last day of the New Couisiana Jockey Club's Spring

Meeting. Weather bright and warm. Track fast.

Index	Horses.	Wt.	St.	M.	76 35.	M.	M.	Fin.	Jockeys.	Open.		gais
(606) (605) 613 (613) 392 605 609	King Gold Alamo Royal Lochiel	111 108 114 106 106 168 108	27-4-15-68-8	1h 7 n 83 46 5 8	11/2 5. 371/2 271/3 471/4 C7 8	11 414 32 5 6 1 8	14 24 34 5 6 T 8	21 2714 49 5 6 7	Sherrer Hoss Freeman Dorsey Corner Sweeney Ham Overton	3-5 8 15 15	5 12 1-2 15 40 40 25 15	7-

Index Horses. 502 Helsn Wren. 512 Jack Bradley. 580 Whiff 605 Lady McCann.

that is, if there are not too many in front of you. A rider can tell pretty well how he will fare in this respect before the turning point is reached, and even if the prospect of an opening is slight, it is best to take the chance in the majority of cases. To go round a field means more than a loss of ground. It means the pulling out of your horse, and in many cases brings a complete change of gair. Horses with a long stride are particularly troublesome in this respect, and to them a change of stride means sure defeat.

At the fluish, the less a rider uses his whip the better. There are horses to whom the persuasion means considerable, but they are the exception. A horse is at the end of a journey tired, and all the support you can give him helps his chances. When you whip you are compelled to Jessen this support, and ap matter how free a runner he may be, he feels the loss. With lightweights a whip is a hindrance rather than a help.

As to judging page in a race, few riders are competent,

Fin. Jockeys, O.

Hyle
Sherrer
Ham
H. Williams
Hirsch
T. Dorsey
Class

Fin. Jockeys. Open Begue 104 2 Hibernin Queen. 96 1b Time, 1:43. Start good. Won handily,

Start fair. Won driving.

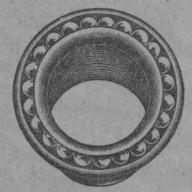
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Decided To night.

The Rattling Boxing Bouts Are to Be points, two of eight rounds and one of ads, will take place. Frank McSpeddon

Decided To night.

good mechanical points found in the "Spalding" for 1896.

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